

Bicycle Pedestrian Safety Commission

AGENDA

October 9, 2023, 5:30 P.M.

In-person and virtual hybrid meeting

McCloskey Room, #135

Online link:

<https://bloomington.zoom.us/j/6359441221?pwd=bXRYTnNJV2xMbTRLLeE00QW9XWnRjQT09>

Meeting ID: 635 944 1221

Passcode: COBPT

Dial in: +1 301 715 8592

Meeting Agenda:

1. Attendance
2. Approval of Minutes - September 11, 2023
3. Old Business
 - a. E Morningside Dr Neighborhood Greenway
 - i. Item to be voted on*
4. New Business
 - a. Hillside & Olive/Weatherstone Intersection Improvements
 - i. Item to be voted on*
 - b. B-Line Safety – Parks & Recreation
 - c. Feedback Requested from Boards and Commissions – Bicycle and Pedestrian Safety Commission
5. Reports from Commissioners
6. Public Comment
7. Adjourn

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City of Bloomington, Indiana

Bicycle Pedestrian Safety Commission

MINUTES for September 11, 2023, 5:30 P.M.

1. Attendance

City Staff: Hank Duncan, Ryan Robling, Neil Kopper, towards the end Steve Cotter P&R

Commissioners: Paul Ash, Jaclyn Ray, Mitch Rice, Rob Danzman, Kori Renn; Pauly Tarricone; Ann Edmonds

Public who spoke: only recorded names of the public who made comments, see below.

2. Vice Chair Election already done last time: Mitch Rice elected

3. Approval of Minutes - August 14, 2023, **Pauly** moves, **Mitch** seconds, Roll Call vote: all in favor

4. New Business

a. The Hawthorne/Weatherstone Greenway

A brief staff presentation answering previously expressed questions by the BPSC and residents.

Hank: where we left off last month, voted to extend meeting time to include all public comment, voted to postpone rest of agenda item to tonight, starting at that point, with that some questions came up from public and commission, we will address them proactively, Q: this project does not give benefits to pedestrians, A: slower motor vehicle traffic provides benefit to all modes; Q: can we implement this project in a historic district? A: yes Q: vast majority of comments are in opposition A: last month majority of comments were negative but that's not the whole of this public outreach, 2018 T. Plan in general and with this project specifically how to prioritize cyclists and pedestrians, there is some neighborhood support, there is public engagement fatigue when you want to speak out positive or neg, by the third / fourth or more meetings, some ppl don't have time or availability to do that again, City has to see that and take into account ppl who haven't been able to attend at all e.g. have an evening job or kids Q: timeline about intersections A: Hillside will be a separate TCG project, two meetings hosted, well attended, good conversations had, open comment form open now, staff will review and finalize a design for BPSC Oct. 9th if approved then constructed 2024; Atwater is a bigger question for the corridor study for bike-ped safety, we will look at all the intersections, how to do better to prioritize those modes of transportation, will start after College-Walnut corridor study Q: purpose of bump outs and speed cushions? A: using traffic speed count data from around town before and after installation it is clear they do calm traffic; the combo together make it more comfortable for bike-peds Q: why was this project prioritized? A: Good question, H-W is a N-W corridor spans to campus, center of B'ton, when look at T.Plan big picture is this N-S corridor will cross past Hillside down to Winslow and further into Sherwood Oaks through to South end of B'ton, easy to lose sight of big picture because projects happen in sections, take a step back to look at what we are trying to prioritize overall

Neil: Q: bump-outs A: show typical cross section, sketch, Hawthorne is 30" wide, leaving 18' clear between bump-outs, we got complaints about 9' one on Allen St. so here two cars can pass each other, 5' of space on each side to avoid speed cushion as a bike-ped, bump-out is 6' wide which is approx. width of a parked car Q: who maintains bump-outs? A: they will not have rain gardens like Allen St., ppl complained about appearance, so here just grass and areas that have sidewalk and a tree plot will extend that existing area, where we can will get a new tree or more space for existing tree, mowed by home owner Q: locations of bump outs, A: staggered for driveways and existing trees, may shift Q: bump-outs on Hawthorne A: 9 blocks, reduced from nine to six, only four areas have bump outs Q: timeline for intersections? A: Atwater years out for corridor study, near term there will be a signal timing project: is there a way to better improve gaps? Q: advanced signage on Atwater? A: what we would like to do is install radar speed signs, research affective at first, reduces over time, some places benefit from sustained, City wants to purchase a couple moveable speed signs, also to collect Before / During / After data, will stay there if there's benefit or become City's portable units, 1st St. intersection does include improvements, calm Maxwell intersection, Hillside same construction timeline and H-W Greenway Q: new trail connection A: avoid some of the hill, there is still a grade change just spread out over a distance 8% grade is top grade the City wants to install, the other cut-through is over 15% grade Q: backing out of driveways near new trail connection A: we believe there is adequate visibility, similar for anyone backing out of any driveway in the city

Commissioner discussion and Q&A

Kori: 4 bump-outs then left 2 only speed cushions? **Neil:** yes **Pauly:** alterations to private property? **Neil:** only public **Rob:** why not temp. version of flashing crosswalk at Atwater? like SYP, tied to pedestrian rather than car speed? **Neil:** they are very permanent like over Walnut, discussion was we didn't propose it here largely knowing that corridor study is coming, but it's not off the table **Rob:** does a temporary solution exist out there? thinking of speed of cars, there's still no indication that there's someone crossing, long 1-2 years to wait **Neil:** not familiar with portable system **Ann:** four intersections mentioned, what about Sheridan? Cars and bikes go too fast, **Neil:** Sheridan and Southdowns pair, discussion, we did hear about it, most discussion was that street is also a greenway route to have traffic calming on it in future, not tackle both at same time, not proposing changes to that couplet 'till next look at that

pair of streets, **Ann:** my neighborhood is full of bike commuters, they use Woodlawn b/c not as hilly, cross traffic stops and there's a light at Atwater(?) so how to attract ppl to use H-W instead of Woodlawn and Highland? speed hump on 1st where it's relatively steep is unattractive to cyclists, I'm concerned you're making it less attractive by creating an obstacle course with speed humps **Neil:** to clarify you don't have to go over the speed hump **Ann:** debris collects around the speed humps on Allen, not attractive **Neil:** with multiple speed cushions, four gaps to choose from, the intent is you don't have to go over the speed hump as a cyclist **Ann:** three? **Neil:** yes, how to make Hawthorne more attractive, some ppl will use different routes, the direct connection to Weatherstone is more attractive than the steep hill up to Highland, more direct connection **Ann:** on Weatherstone on east-side, there's more than a bump out, narrowing considerable distance, I cross and want to get to the right quickly **Neil:** not in this proposal, east-side doesn't change, the west-side is bumping out, want to hear that input right now

Jaclyn: could you reduce elements further? **Neil:** needs effective spacing, down to six is our attempt to reduce based on feedback, need to be consistent throughout corridor, staff felt like reducing more would start to degrade that effect.

Ann: do we have anything specific to change to H-W design?

Pauly: any changes now would result in reduction of safety, the design has adapted to public comments, **Ann:** concern speed hump south of 1st St. due to speed both downhill and uphill, cyclists can go around it but someone struggling to go up it is now a turnoff speed cushion, not helping me as a cyclist **Neil:** maybe a closer look at street width and where the gaps would be, currently three cushions, is there a way to adjust the spacing for cyclists, **Rob:** 5' gap **Neil:** for 1st St. it's not the same section, it's the three speed humps treatment **Rob:** adequate but maybe consider a bike trailer or tricycle, **Neil:** yes, that's what we will look at

Paul: move to approve H-W design **Pauly:** second

Roll Call Vote: Mitch: yes, Paul: yes Jaclyn: yes, Pauly: yes, Kori: yes, Rob: yes, Ann: yes, all in favor, passes.

b. East Morningside Dr Neighborhood Greenway

Staff presentation: **Hank:** presentation (not typing up presentation for minutes), through Park Ridge East: key East-West connector, **Neil:** block by block design presentation **Mitch:** path to Brewster's would be a great thing **Ann:** can you ride through parking lot? **Neil:** (continues presentation) zooms in, regular spacing, taking advantage of some existing parking bump-out, will be one rain garden bump-out, two intersections brought up by public: one at Park Ridge and Morningside all-way stop already so we'll reduce the pedestrian crossing distance on east-north corners, to Smith Rd and Morningside not proposing changes here for this project, is a median island, bus stops will be improved with accessible landings, may improve with next phase of project to the west, it's an all-way stop, speeds are relatively high on Morningside,

Commissioner discussion and Q&A

Mitch: how wide? **Neil:** 30' wider than cars need **Kori:** ppl drive very fast there **Neil:** some is cut-through traffic, what about traffic calming on Morningside does it affect other streets? Saratoga possible so staff will put traffic calming on Saratoga, less dense / spaced out, three locations, simpler, no bump-outs, just speed humps, gaps before curbs, less expensive and less aggressive profile, not neighborhood greenway treatment but a lesser intent to slow down traffic **Mitch:** Smith and 3rd due for an upgrade? **Neil:** yes it is, Indot plans to put left-turn lanes on Smith, supposed to go in 2023, will get data before & after installation **Kori:** 10th St.? **Neil:** longer term project but yes, Indot intersection being looked at **Ann:** neighbors will be concerned about additional apartments built on 3rd St. increasing traffic **Neil:** it's going the other direction **Kori:** could be future problem **Ann:** they're concerned about kids walking to park, what is sidewalk situation? **Neil:** on north-side all the way **Ann:** so kids have to cross to north side to get to park? **Kori:** and walking to University School and cross at flashing lights on 46 at Tamarron **Mitch:** hawk light is an improvement **Kori:** type of trees? **Neil:** don't know, one owner asked for low stature tree for low shade, we can accommodate **Ann:** list in UDO of all native trees **Rob:** so plan for sidewalk improvement? **Neil:** no not included **Ann:** very expensive **Jaclyn:** signage on 3rd to tell bike-ped it's there? **Neil:** have to ask Indot about wayfinding signs **Jaclyn:** and Pete Ellis Dr. **Kori:** was this public request? **Ann:** was in T.Plan, but ppl requested it as resident-led TCGP, came in 2nd place, we said we would bump it up in priority to staff-led TCGP, they were happy with that.

Public Comment Period

Hank: how many ppl want to make public comment? **Ann:** limit to 2 mins? **Roll Call Vote:** all in favor, yes **Frank Volardo:** 1973 on Saratoga, opposes speed bumps on Saratoga, he is not anti-safety, IU Transportation former staff, we may have speeding but not speeding problem, can't recall a single crash, no injuries, hot air balloon landed, data refute this? zero incidents in 50 years, spending taxpayer money to correct a non-problem like a bridge to nowhere,

Greg Alexander (Z): appreciate this project, already uses Morningside, relatively good and turning it into great, disappointed not able to address Smith Rd.,

Kathleen Boggess: go to St. Thomas Lutheran church, laying fiber along road right now, worker didn't know, chiropractor has problem with right-of-way, utilities will be changed this year and In-Dot will improve Smith left-turn

lanes 2024, took 10 years to get sidewalk on Morningside, now more and more young families with children, they've pushed this forward.

Nathan Geiger (Z): thank you for all you are doing, support this project as city-wide network, important to have connections all over town, a little dismayed 2023 so slow to implement, but overall step in right direction, appreciate it, thank you

Darrell Boggers: also on Saratoga, 40 years, completely agree with Frank, no safety issue on Saratoga, I have heard numerous collisions at Smith and Morningside intersection, live two houses south of that intersection, do it in stages, Morningside first, Saratoga can wait a year or two; mailbox and driveway, could you shift speed hump to help USPS?

Additional Commissioner discussion and Q&A

Pauly: appreciate comments, need for some of these greenways, from zoomed out perspective, idea of redundancy in engineering to support multiple levels of safety to buffer impact of accidents or breaking the law, that redundancy doesn't exist for micro-mobility vehicles and peds, three cyclists hit this last week, this program is to create some redundancy where that doesn't exist right now to prevent lethal or highly dangerous speeds, can be a bit of a burden for residents but I hope this contextualizes this **Kori:** can this be in two phases? Wait 'till Smith is done? Can we review and do a count on Saratoga? **Neil:** will Indot Smith left-turn lane solve all cut-through traffic? It is unknown. It would be feasible to construct in two phases, the process is less expensive to do as part of this project, lumping in three more speed humps is less expensive, some ppl asked for speed humps in even more locations, we don't recommend splitting it up to two projects, **Ann:** how feasible is it that ppl are going to use Saratoga as a cut-through? no left-hand turn on Park Ridge onto 3rd? seems unlikely, backed up traffic there, not a light there, at either place, for ppl going west might make sense, ppl going east makes no sense, **Kori:** it jogs more, can't see a huge reason why ppl would do that **Hank:** we heard public comments from residents about speeding on Saratoga, worry that if we did something only on Morningside that even local traffic would diverge to Saratoga **Rob:** I'd like to hear what the budget is, two thoughts: one why ppl cut through we need to be careful to not assume motives, when I run there's a lot of apartment traffic, second variable that may change something is all the apartments going into the south of this, they will take the path of least resistance, if project is not super expensive and this will change with all these student units going in, this area seems like it will be impacted, how does staff feel about that?

Pauly: move to add 15 mins. **Ann:** second **Roll-call vote** all in favor

Neil: budget, don't have an engineering estimate...\$300k guess Saratoga is \$15k, standalone guess \$50k, **Ann:** data? **Hank:** 9 yrs. ago Saratoga, Morningside **Rob:** outdated b/c so many new apartments **Hank:** shared slide of Morningside speed data, avg. **Kori:** could we get data for now? **Neil:** yes, we want before data for Saratoga **Ann:** mailbox speed hump will be taken into consideration **Neil:** we will look at that and tweak it **Ann:** snow plows with snow in the middle **Neil:** yes, plow goes over but everyone puts tires through that section, and they also drop salt, **Mitch:** very rare problem, **Neil:** you can go over the speed bump **Ann:** may be a future rare problem, no snow, there are ppl who don't drive to campus ever, ride all year round and/or take bus

Vote to approve this current design of Morningside project.

Ann: we would like to see more data about Saratoga, big issue, does it need to be done? Seems to be no comments about Morningside piece, **Hank:** when we showed them the design at second meeting, lots of residents on both Morningside and Saratoga said that they were satisfied with the design on both streets **Kori:** can we quantify that? **Hank:** can do that with written comments, do take some notes for verbal comments **Hank:** if there is some hesitation then staff recommends we table it for now and start where we left off, send you info. before Oct. meeting **Neil:** can't know what will change in the future, **Ann:** crash data pretty high on Morningside, no doubt, only question now is about Saratoga **Kori:** speeds in the high 30s / 40s we need to know.

Hank: public comment closed, vote on this agenda item next month

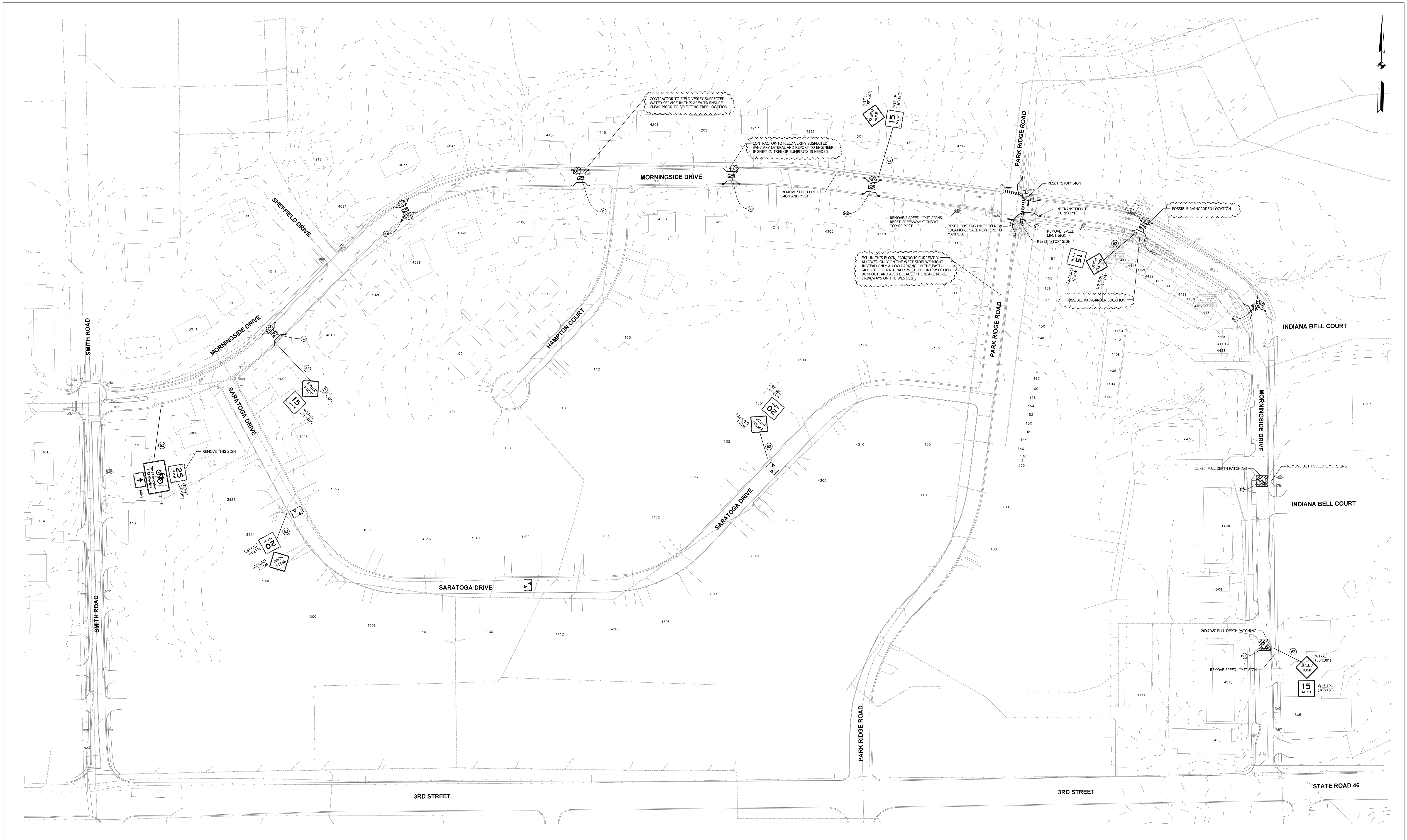
5. Old Business: none

6. Reports from Commissioners

Pauly: consider putting out marketing on general etiquette for MUPs in Bloomington, bike-peds can be at odds in the same space, bike-ped interaction problems **Hank:** let's work together on this **Ann:** Jaclyn has been working on this too; High St. is dense with bicycle commuters and pedestrians walking to school, bike 25 mph, can we have a speed limit for bikes? **Jaclyn:** separate speed limit for MUPs or cyclists obey the road speed limit? **Neil:** lawyer question **Mitch:** should have a speed limit, need to talk to a lawyer, **Steve Cotter:** speed limit on B-line is 20 mph, **Ann:** is High St. P&R? **Steve:** not managed by Parks **Mitch:** could we get all trails the same? **Steve Cotter:** B-line cyclist hit a pedestrian and injured them at bottom of Grimes bridge, will be on next month's BPSC meeting **Kori:** other cities like Atlanta, look at their signs **Mitch:** yes we should do that,

Ann: this is the 2019 T. Plan is it a five-year plan? Is there a 2024 plan? **Ryan:** it is not a strict five-year plan but updates roughly every five years, yes, we will update soon **Ann:** why Hawthorne-Weatherstone was prioritized is a good question, can we be involved in setting priorities? **Ryan:** yes, all three commissions, Safe Streets for All will be the big change for that,

7:15 Adjourned



MORNINGSIDE GREENWAY PRELIMINARY DESIGN

Additional Morningside Neighborhood Greenway Public Comments

1. Dear Mr. Duncan,

I hope this email finds you well. I regret that I was unable to attend the recent Bike Pedestrian Safety Commission meeting due to travel commitments, preventing me from sharing my thoughts in support of the proposed Morningside Dr. greenway improvement project. However, I wanted to take a moment to express my enthusiastic support for this initiative.

My involvement in this project dates back to around 2016, when I was pregnant with now six-year-old, and it is truly exciting to witness its progression towards fruition, with the introduction of bump outs and speed humps aimed at addressing the issue of speeding in Park Ridge East. The safety of the families who use our streets is of paramount importance, and these traffic-calming measures are a significant step in the right direction.

During the planning phase, concerns were raised regarding Saratoga Drive potentially becoming a bypass for traffic seeking to avoid the traffic calming measures on Morningside. I appreciate the city's responsiveness to these concerns by including speed humps on Saratoga Drive as well. This proactive approach demonstrates a commitment to ensuring the safety and well-being of our community.

I am particularly grateful that the city has relied on research-based solutions to enhance the safety of Morningside Drive. As a resident of 220 N Sheffield Dr, 47408, I am in close proximity to the proposed improvements on Morningside. As a single-car family, my husband frequently utilizes this greenway for his daily bike commute to Indiana University campus for work. Our children play and bike around the streets in PRE, going between friends' houses. The improvements will not only benefit my family but also enhance the overall safety and quality of life for our entire neighborhood and users of the greenway as a part of the bicycling network for the entire city of Bloomington.

In conclusion, I wholeheartedly support the Morningside Dr. greenway improvement project and commend the City of Bloomington for its dedication to making our streets safer. These enhancements are not only vital for our community's well-being but also for encouraging sustainable transportation options.

Thank you for your time and commitment to this important project. Please feel free to reach out if you require any further information or assistance in advocating for this cause. I'm so excited!!

Sincerely,

Katie Yoder

2. Dear Hank:

I am writing on behalf of PRENA's traffic subcommittee of which I and another resident have served as co-chairs for the last several years. Our efforts have concentrated on the Morningside Greenway initiative, though areas of traffic concern have likewise been expressed more widely in our

neighborhood. Past initiatives have in part included acquisition of traffic calming signs through a HAND Small & Simple Grant and successful petition completion for a Resident-Led Calming Initiative.

We were ecstatic with both the prioritization of the Morningside Greenway by City staff in and the immense neighborhood turnout Park Ridge East had with the community meetings held in our neighborhood. Efforts on this Greenway predate even our subcommittee, with many neighbors actively involved prior to my time moving to the neighborhood seven years ago. The Park Ridge East meetings were not something new to our neighborhood in that way but instead reflected a culmination of efforts. The neighborhood was particularly pleased with the receptivity of City staff in making responses to concerns noted that the subcommittee had heard before, specifically additional treatment of Saratoga to address potential bypass worries once Greenway completion occurred.

Due to the immense success of our neighborhood meetings, there was no thought that our initiative would be stalled in the Bike/Ped Commission. With this and additional scheduling difficulties, we did not turn out in numbers as we did in a prior meeting for instance in which numerous mothers with concerns about their children attended. Our neighborhood indeed has a few naysayers, but we have reached wide consensus on the positive direction this Greenway, including Saratoga, would have on the safety and values of having a vibrant, diverse, environmentally-friendly, multi-modal, and caring residential community. We are very concerned that a tabling occurred so are writing for inclusion in your staff report to emphasize that the design has been well-received by our wider neighborhood and the only hesitancy of any real legitimacy had been a possible Saratoga traffic increase, which the design plan beautifully addressed. Opposition also failed to surface at our more recent annual PRENA meeting at which plans for the Greenway were discussed; instead I heard from two families disappointed in the recent Bike/Ped tabling.

Please do not allow a small number of individuals rooted in a car-centric past and often armed with research not contemporary or reflective of the uniqueness of Bloomington to halt the advancement neighborhood advocates have worked years for in Park Ridge East. We are excited for a safer tomorrow, and if anything, primary disappointment our subcommittee has heard is that calming was not expanded to additional roads such as Sheffield.

As a Morningside resident, plus someone with subject matter interest in this area as HAND's former Assistant Director and a former O'Neill instructor of Urban Problems & Solutions at IU, I am so very excited to be part of an expansive east-west connection between downtown, campus, and the east side. Let's make this happen! We appreciate the hard work of the Committee and your concern to be data driven and equitable in your decisions.

All the best,

Eric Sader

3. Hi Hank,

I live on Saratoga Drive in Park Ridge East. I'm very concerned that the traffic calming on Morningside will divert more traffic (and speeding) to Saratoga. I think if traffic calming goes on Morningside, it must also go on Saratoga. Otherwise we will be creating the same problem all over again.

Thank you for reading my comment.

Kim Evans

4. Hello Mr. Duncan, Hope you are well!

I would like to voice my opinion, in regards to a recent note I received from Park Ridge East (PRENA) update.

I have lived on Saratoga Dr. for over six years and have been a frequent visitor to the street for over fifteen years to see family and friends that also live on Saratoga Dr.

It is my very strong opinion that Saratoga Dr. absolutely does need speed humps included in the new Morningside Dr. project.

Even without the new speed humps on Morningside, Saratoga is very often used as a cut through for people that do not live in PRE, and people often well exceed the speed limit. I would be happy to assist in collecting additional data, if there is anything I could do to help and if you have any suggestions in regards to where else I should voice my opinion on this, it would be appreciated.

Very respectfully,

Mike Bik

5. Hi Hank,

I live on Park Ridge and own a home on Saratoga with my brother. I agree that there should be speed humps on Saratoga Drive. Especially if there will be speed humps on Morningside Drive.

Saratoga is already used as cut through by too many people and it would only be worse if there were humps on Morningside but not Saratoga.

I have a suggestion for Morningside: One large marked speed hump in the middle between Smith and Park Ridge with a speed limit sign that flashes when you are over the speed limit.

Thanks.

James Bik

6. Dear Mr. Duncan,

I'm writing to share my opinion on adding speed humps to Saratoga Drive in Park Ridge East.

I have lived on Saratoga Drive for seventeen years and strongly feel that speed humps are necessary for safety on my street. Because the street has no sidewalks and a blind curve, it can be dangerous for walkers and bikers when drivers exceed the speed limit, which is a common occurrence. It's also worrisome for families -- when my children were younger, we had to be vigilant watching them ride bikes or scooters in the neighborhood, or playing the front yard with friends from the street.

The street is already used as a cut-through for drivers trying to avoid traffic on 3rd Street, and the addition of the new apartment complex on 3rd St will likely make that worse. The small inconvenience of speed humps on the street is well worth the additional safety this change will bring. Please let me know if there's anything else I can do to support this decision.

Thank you,

Jen Bratton

7. Dear Mr. Duncan,

I hope this email finds you well. Our family relocated to Saratoga Dr. in Park Ridge East in August of 2022, and since then, we've grown to truly appreciate the unique sense of community our neighborhood offers. My regular strolls around the area and our seven-year-old daughter's enjoyment of playtime with friends on Sheffield Dr. have allowed us to experience the warm, welcoming atmosphere here.

However, I'd like to bring a pressing concern to your attention. It has come to my notice that there is a recurring issue of speeding drivers within our neighborhood. Instances of high-speed driving have become all too common, and, unfortunately, we've often found ourselves in these situations, sometimes even with our first-grader in tow.

Therefore, it was with great relief that I learned about the plans to implement traffic calming measures on Morningside Dr. I'm sure you can understand our apprehension, as residents of Saratoga Dr., that this might divert traffic through our street as a shortcut out of the neighborhood.

What's truly reassuring is that the designers of Morningside Dr. have thoughtfully taken into account the potential traffic impact on Saratoga Dr. by proactively incorporating traffic calming measures. As you are well aware, the Bloomington comprehensive plan defines a greenway as: "low-speed, low-volume, shared-space streets that create high-comfort walking and bicycling connections." I wholeheartedly endorse this initiative and commend the careful consideration given to safeguarding a peripheral street like Saratoga from becoming a high-volume, high-speed thoroughfare by installing speed bumps along it.

I want to express my sincere gratitude to you for advancing this project. It brings great comfort to our family to envision many more years of safe walks in our beloved neighborhood with our family.

Thank you once again for your dedication to enhancing the quality of life in Park Ridge East.

Warm regards,

Sarah Montgomery

8. Hello Hank,

I can appreciate that speed bumps (or humps) slow down vehicles, reducing the risk of accidents and protecting residents, especially children and pedestrians; however, what data are available regarding accident rates in Park Ridge East? Often, speed bumps are constructed in areas with high pedestrian activity, but what reporting has been conducted to show the level of pedestrian activity on Morningside Drive and Saratoga Drive?

Speed bumps tend to be installed in high population areas with significant traffic that improves pedestrian safety. What safety reports have been conducted recently that indicate Park Ridge East has widespread concerns about traffic? What is the comparison to long-term trends over the last five or ten years. If traffic concerns have significantly increased, has this led to persistent law enforcement efforts to curb traffic?

Speed bumps can cause damage to vehicles if not navigated carefully, leading to increased wear and tear on tires, brakes, suspension systems, and shock absorbers, as well as increasing pollution and noise. They also interfere with school bus travel and emergency vehicle response times. Finally, speed bumps tend to reduce property values, leading prospective homebuyers to reject homes near speed bumps.

In summary, installing speed bumps along Morningside Drive and Saratoga Drive is similar to the “cart before the horse” analogy. The City of Bloomington has provided no empirically significant study to justify the expense for installing speedbumps.

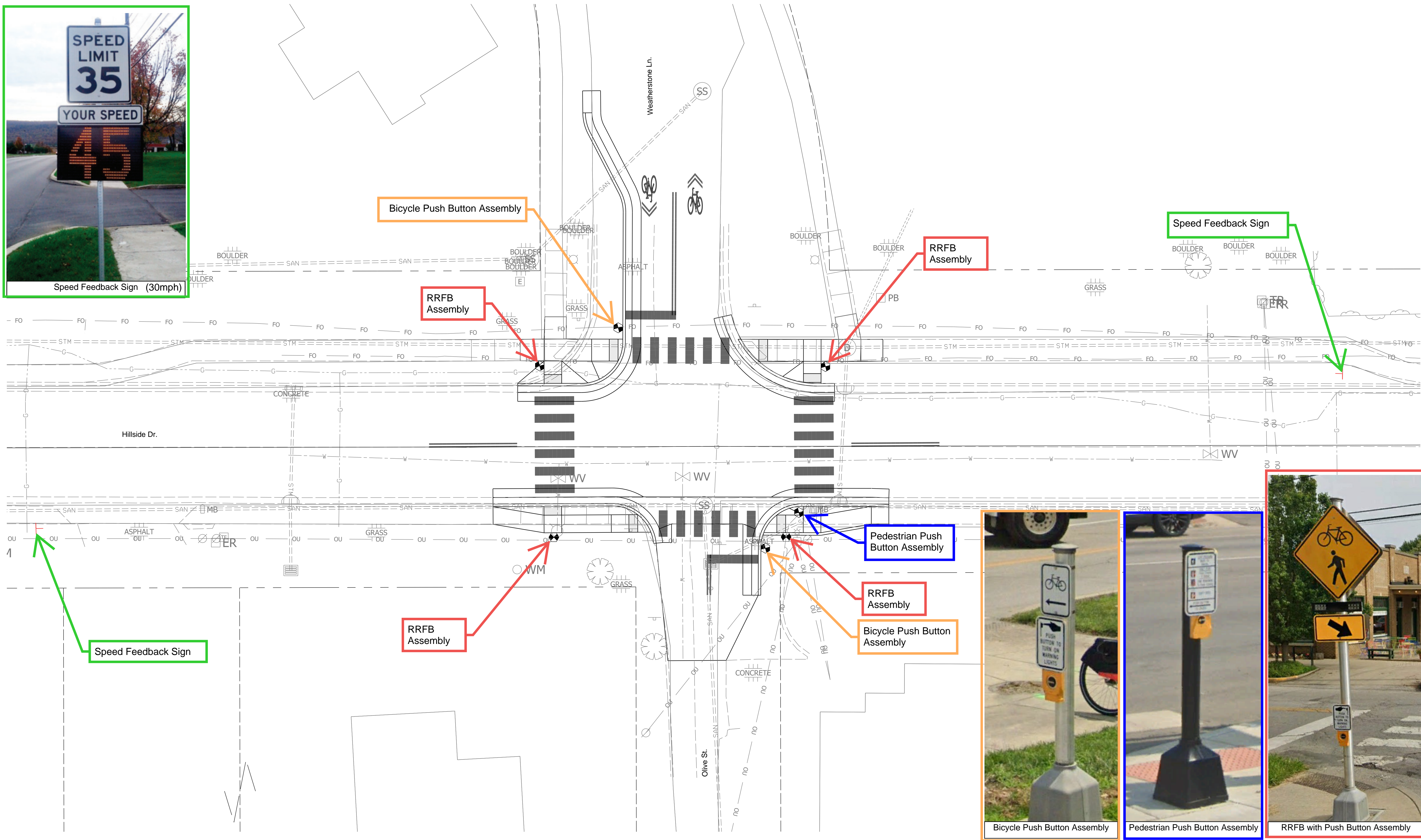
Again, thank you, Hank, for following up and addressing my concerns.

All the best,

Tom



Speed Feedback Sign (30mph)



Bicycle Push Button Assembly



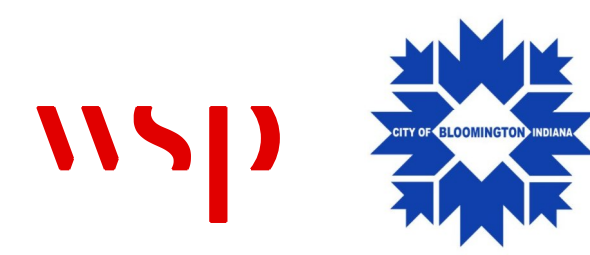
Pedestrian Push Button Assembly



RRFB with Push Button Assembly

Plot: 10/9/2023 11:27 AM

IP_PWP:d0448721\Sht Plan 00.dgn



NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	9/29/2023
DESIGNED: SAC	DRAWN: SAC	DATE
CHECKED: BEA	CHECKED: BEA	

CITY OF BLOOMINGTON
BLOOMINGTON GREENWAYS
HILLSIDE DR.

HORIZONTAL SCALE	BRIDGE FILE
1" = 10'	
VERTICAL SCALE	DESIGNATION
N/A	
SURVEY BOOK	SHEETS
	10 of 30
CONTRACT	PROJECT

Feedback Requested from Boards and Commissions – BPSC

Dear Bicycle and Pedestrian Safety Commission,

The Common Council's Special Committee on Council Processes has been reviewing an Organizational Assessment of Boards and Commissions prepared by the Novak Consulting Group from January 2022.

The Novak report mentions that the City should regularly review the scopes of individual boards and commissions. The report suggests identifying areas of overlap and addressing those areas by merging similar entities or by further differentiating their scopes. The report specifically recommends merging the Traffic Commission, the Bicycle and Pedestrian Safety Commission, and the Parking Commission. At some point, the Committee would like to host a meeting with staff liaisons and members of these commissions to discuss this recommendation. An invitation to do so will be shared in the future.

The Committee has not endorsed any recommendation from the Novak report to merge any commissions, but it is interested in hearing from boards and commissions as part of reviewing the report.

At this time, the Committee is interested in feedback from the Bicycle and Pedestrian Safety Commission on its purpose, duties, goals, etc. currently spelled out in local code as follows:

BMC 2.12.080(1)

Purpose. The purpose of this commission is to promote and encourage bicycling, walking and running in a safe and efficient manner in the City of Bloomington for the purpose of health, recreation and transportation.

BMC 2.12.080(6)

Duties. The duties of this commission shall be as follows:

(A) To serve as a citizens forum for discussion and recommendation of improvement to existing facilities and planning of new projects concerning safe access for cyclists, pedestrians and runners;

(B) To prepare reports and recommendations to the mayor, common council, plan commission and planning and transportation department as needed, concerning the needs of cyclists, pedestrians and runners within the city;

(C) To foster and develop safety programs for cyclists, pedestrians and runners; and, (D) To encourage the hosting of cycling, walking and running events conducted in a safe manner which will attract visitors from outside of the City.

Does this accurately reflect and capture the activities of the Commission? Would the Commission suggest any revisions to this language and, if so, what are those revisions?

This same request for feedback is being sent to other boards and commissions with purposes/duties set forth in local code.

The Committee would appreciate it if a response could be provided by November 20, 2023. Alternatively, please let us know if additional time is needed.

Respectfully,
Stephen Lucas

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Recommendation 2: Merge the Parking Commission, Traffic Commission, and Bicycle and Pedestrian Safety Commission.

The purpose of the Parking Commission, per City Code, is to “make recommendations on parking policy” and “To coordinate parking activities, to carry on educational activities in parking matters, to supervise the preparation and publication of parking reports, to receive comments and concerns having to do with parking matters, and to recommend to the common council and to appropriate city officials ways and means for achieving the city's comprehensive plan objectives through the administration of parking policies and the enforcement of parking regulations.”⁷

The purpose of the Traffic Commission, per City Code, is to “coordinate traffic activities, to carry on educational activities in traffic matters, to supervise the preparation and publication of traffic reports, to receive complaints having to do with traffic matters, and to recommend to the common council and to appropriate city officials ways and means for improving traffic conditions and the administration and enforcement of traffic regulations.”⁸

Finally, the purpose of the Bicycle and Pedestrian Safety Commission, per City Code, is to “promote and encourage bicycling, walking and running in a safe and efficient manner in the City of Bloomington for the purpose of health, recreation and transportation.”⁹

While these scopes do not overlap as significantly as the Environmental and Sustainability Commissions do, each of these areas have the potential to impact the other. There is limited land and transportation infrastructure available in Bloomington, and it is up to the City to decide how to use it most effectively; more lanes in a road to reduce traffic, for example, may eliminate parking spaces, or narrow the sidewalks and reduce walkability. For this reason, proposals for changes to infrastructure or transportation policy must often be presented to multiple bodies for review and recommendation. For example, as of March 2021, the City Council is considering a proposed ordinance that would increase the number of intersections in the City where right turns at red lights are restricted.¹⁰ The question of whether or not to allow turns at red lights impacts both traffic and pedestrian safety, and so in January 2021 the same proposed ordinance was reviewed by the Bicycle and Pedestrian Safety Commission on January 11¹¹ and then by the Traffic Commission two weeks later.¹² In both cases, staff were required to prepare memos and presentations to the Commissions and to attend the Commissions to answer questions. Re-submitting the same proposal to multiple groups increases approval time and reduces staff capacity for other work.

Having three Commissions with narrow scopes also limits their ability to consider issues comprehensively. The City wants to reduce traffic, ensure adequate parking, and promote walking and biking, but these goals must be balanced against each other to identify the optimal transportation structure for the City. The Traffic, Parking, and Bicycle and Pedestrian Safety Commissions each focus on a single area and thus do not have the capacity to consider this balance.

There also may not be enough City residents with both the time to attend Commission meetings and an interest in transportation issues to populate all three Commissions effectively. As of March 2021, three of the nine Parking Commission seats are vacant, three of the nine Traffic Commission seats are vacant, and two of the nine Bicycle and

⁷ City of Bloomington Municipal Code § 2.12.110

⁸ City of Bloomington Municipal Code § 2.12.070

⁹ City of Bloomington Municipal Code § 2.12.080

¹⁰ City of Bloomington. “Common Council Legislative Packet.” March 17, 2021. p. 235.

https://bloomington.in.gov/onboard/meetingFiles/download?meetingFile_id=8547

¹¹ City of Bloomington. “Bicycle and Pedestrian Safety Commission Agenda.” January 11, 2021.

https://bloomington.in.gov/onboard/meetingFiles/download?meetingFile_id=8113

¹² City of Bloomington. “Traffic Commission Agenda.” January 27, 2021.

https://bloomington.in.gov/onboard/meetingFiles/download?meetingFile_id=8200

Pedestrian Safety Commission seats are vacant. This level of vacancy is a concern because it limits the capacity of the commissions for research and deliberation as well as limits the range of ideas and backgrounds among members. It also creates the risk of being unable to reach quorum at meetings. In both the Parking and Traffic Commissions, a quorum is not met if just two of the current members do not attend.

These vacancies may not be directly caused by the existence of the three commissions, but the issue could be mitigated by merging the three commissions into a single Transportation Commission addressing traffic, parking, and bicycle and pedestrian safety. Instead of filling seats on three commissions, the City would only have to fill seats on one, creating less risk of vacancies. Again, the City could begin with combining membership of all three commissions to form a single larger commission and move to a smaller size through attrition over time.

A Transportation Commission could address issues comprehensively, increasing the value of its recommendations and making it easier for the public to attend one meeting to address all aspects of transportation-related agenda items. A single commission would also reduce staff time spent supporting the current commissions and preparing presentations for multiple commissions on the same issue.

Recommendation 3: Consolidate park, recreation and urban forestry related commissions under the Board of Park Commissioners.

The City of Bloomington, like all cities in Indiana, is required to operate a Board of Park Commissioners consisting of four board members appointed by the Mayor. According to State statute, the Board of Park Commissioners approves budget revenues and expenditures, passes bond issues, acquires and improves property, adopts new programs, establishes management policy and regulations, and provides a public venue for community debate and input regarding park and recreation resources in the community. This commission has authority within that context. However, the City has also established a number of additional related boards that fall under the general rubric of parks and natural spaces.

The Environmental Resources Advisory Council advises the Board of Park Commissioners on the environmental impact of park operations within the City's natural areas. The Tree Commission advises the City Landscaper and Board of Parks Commissioners on urban forestry and develops recommended forestry policies. The Cascades Golf Course Advisory Council provides community feedback regarding the management of the Cascades golf course. The Banneker Advisory Council provides feedback regarding management of the Banneker Community Center.

Each of these advisory councils provides feedback regarding a specialized subset of general park, recreation, and natural resource management. In highly specialized focus areas such as urban forestry and sensitive environmental areas management, policy and operations are primarily driven by subject matter experts among City staff. As such, the role and responsibilities of Tree Commission and Environmental Resources Advisory Council can be effectively subsumed with the Board of Park Commissioners while still ensuring that adequate attention is paid to these important areas.

The Banneker Advisory Council and Cascades Golf Course Advisory Council are primarily special interest citizen advocacy groups. These advocacy groups can continue; however, they should be eliminated as City supported commissions and management/advocacy of these groups taken over as grass roots advocacy organizations. Oversight and management of these areas will continue under the purview of City staff and the Board of Park Commissioners.